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DORAN IS BLAMEDBy Commission Investigating the
Columbia Disaster.**HANSEN AND HENDRICKSEN**Captain Of San Pedro Has His License
Revoked For Year—First Mate Hendricksen For Three Years And Third Officer Hawse Accused Of Cowardice.

SAN FRANCISCO, Sept. 7.—Captain Bermingham, supervising inspector, places the blame for the loss of the steamer Columbia upon the late Captain Doran, master of the Columbia, and First Mate B. Hendricksen of the steamer San Pedro. The license of Mate Hendricksen is suspended for three years, the length of time it has to run, and the local inspectors are forbidden to issue a new license until September 1, 1912. Captain Hansen, master of the San Pedro, is adjudged guilty of negligence, and his license has been revoked for a year. In his decision Captain Bermingham says:

"B. Hendricksen, who relieved Second Mate Shaube at midnight, was in charge of the watch on the San Pedro. After hearing the whistles he ordered the helm to port. Both steamers continued approaching each other at full speed of about 2,100 feet per minute. Hendricksen stopped his engines, but did not turn them back."

The Columbia disappeared nine or ten minutes after the collision.

"Hendricksen is the only remaining direct perpetrator of that horrible catastrophe, and deserves vastly more punishment than I am authorized to give him," says Captain Bermingham in his written decision, and continues:

"It is plain that a new law should be enacted, providing for the trial of an offender in such cases for manslaughter."

"Each vessel was driven blindly in a fog, absolutely regardless of human life. Had as was the navigation of these vessels, had Hendricksen kept his course the collision would not have occurred."

"Captain Hansen was negligent in not giving more definite orders to his mates as to the navigation of the San Pedro during foggy weather. Hence he is in a measure responsible for the collision and the loss of life resulting therefrom."

He did not instruct his officers to observe the rules when in a heavy fog. Besides, it appears to me that he was negligently indifferent to the navigation of his vessel that night after being notified by the second mate of the existence of the fog. His idea about 'giving everybody plenty of room' was practiced by Chief Officer Hendricksen when he put his helm to port with such dire results."

Captain Bermingham also speaks of the condition of the bulkheads, and states that had the Columbia had a proper bulkhead the vessel and all on board would have been saved. The decision also censures Third Mate Hawse for his management of the life boat and doubts his courage in failing to rescue many who should have been saved by him.

Captain Bermingham concluded his decision as follows:

"After a careful consideration of the evidence in this case, I find that Captain P. A. Doran, in charge of the bridge on the Columbia, and Chief Mate B. Hendricksen, in charge of the watch on the San Pedro, each hearing the fog whistle of the other about five minutes before the collision—the Columbia, a little on her starboard bow, and the San Pedro a little on her port-bow—glaringly violated the second paragraph of Article 16 of the International Rules of the Road and Rule XV of the Pilot Rules, a copy of which is placed under glass in the pilot house of every steam vessel. Each of these rules are identical in language, and read as follows:

"A steam vessel hearing, apparently forward of her beam, the fog signal of a vessel, the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over."

CAME TO HOSPITAL.

Elmer Meserve, who was injured as reported in the Astorian yesterday, came to Astoria on the steamer Winona last night and was taken to the hospital as complications had set in. It is thought, however, that the case is not serious.

NOT ENOUGH MONEY.

BOISE, Sept. 7.—According to the records at the state house, only a little over \$3000 remains of the state appropriations to try the Pettibone case, which would not even be a starter in the matter of expense. A special session of the legislature for the purpose of appropriating for the purpose is admitted to be entirely out of the question. The state auditor has positively stated that he would issue no deficiency warrants for the Pettibone trial expenses. The trial is set for October 1.

CONFESS FRAUD.

BOISE, Sept. 7.—It has developed that Willis Sweet, one of the men indicted along with Senator Borah, former Attorney-General Frank Martin and others, has turned state's evidence on a promise of immunity, and it is on his testimony that the government relies largely in the timber land fraud cases. Friends of Senator Borah claim that Sweet's confession is untrue and was secured only through a promise of immunity and threats.

There will be no delay in bringing the Borah case to trial and witnesses are being subpoenaed for September 23, the date agreed upon.

BIG PEACH CROP.

THE DALLES, Or., Sept. 7.—The peach and melon crop around this city is now being brought to market, and it is astonishing what vast quantities of these products are grown. One orchard, alone, expects to ship 20,000 boxes during the season, and other orchards will come pretty close to the same mark. The season has been such that fruit has the richest flavor, and The Dalles peaches have always excelled those grown in other localities. Every day carloads are sent to the east, and still the demand cannot be met.

Each year the sales have increased in the east, as the excellence of the fruit becomes known. Watermelons and muskmelons grown near The Dalles stand the highest of any in the market, and the immense quantities raised this year will be a source of revenue to the farmers.

BREWERIES OUT OF KANSAS.

TOPEKA, Kan., Sept. 7.—Seven brewing companies yesterday gave up the fight in Kansas, agreeing to pay all the costs of the cases against them in the Supreme Court and move out of the state. It is understood that the seven companies must pay costs amounting to \$400, and \$10,000 to be divided equally among the three receivers of the court. When Attorney-General Jackson started his fight, there were 11 brewing companies doing business in Kansas. All have been given up but four.

IDAHO MILITIA ENCAMPMENT.

BOISE, Sept. 7.—Plans have been made by the adjutant-general to hold the annual encampment of the Third battalion, Idaho National Guard, at Fort Boise, about the first of October. This battalion includes the companies at Nampa, Payette, Weiser and Cambridge.

HEAD FROM MEDICAL SCHOOL.

SAN FRANCISCO, Sept. 7.—The human head and hands found in a vacant lot yesterday by two small girls have been identified as those taken from a medical college by students and no further investigation is being made by the police.

GANS THE FAVORITE.

SAN FRANCISCO, Sept. 7.—Betting on the Gans-Britt fight tonight is 10 to 6 in favor of Gans. Both are practically at weight, 133 pounds.

YESTERDAY'S BASEBALL SCORES.

At Portland—Oakland 7, Portland 0.
At San Francisco—Los Angeles 10, San Francisco 3.
At Spokane—Vancouver 8, Spokane 7.

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FINNISH LABORER KILLED.

STEVENSON, Wash., Sept. 7.—A Finnish laborer was killed yesterday in a fight at Cook's landing by a fellow-countryman. The two Finns became engaged in a dispute that led to a severe fight. A club was used by the victor in subduing his opponent. The man escaped across the river to Viente and has not yet been apprehended.

Health in the Canal Zone.

The high wages paid make it a mighty temptation to our young artisans to join the force of skilled workmen needed to construct the Panama Canal. Many are restrained however by the fear of fevers and malaria. It is the knowing ones—those who have used Electric Bitters, who go there without this fear, well knowing they are safe from malarious influence with Electric Bitters on hand. Cures blood poison too, biliousness, weakness and all stomach, liver and kidney troubles. Guaranteed by Chas. Rogers, druggist, 50c.

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